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INFORMATION REPORT

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 PLACE ACQUIRED [REDACTED] NO. OF ENCLS. (LISTED BELOW) 25X1A
 DATE OF INFO. [REDACTED] SUPPLEMENT TO REPORT NO. 25X1X

1. Work is continuing on the development of a railway net around Berlin that is to be completely independent of any lines and facilities within the Western Sectors of the city, in accordance with an order issued in September of 1949 by General Kwaschnin, Chief of the former SMA Transport Division. It is intended to assure that the entire Soviet Zone railway system will remain unaffected by any action which could be taken by the Western Allies or West Berlin German officials or by a strike of West Berlin workers. The program to implement these plans for skirting West Berlin is as follows:
- a. Completion of the freight outer ring from Cranienburg to Berlin-Karow.
 - b. Double-tracking of the stretch from Belzig to Wiesenborg (Mark) on the line Berlin-Dessau, (12.6 km).
 - c. Shifting more of the north-south traffic, originating in the Halle, Erfurt and Dresden areas bound for the Mecklenburg region and the Baltic Sea ports, from lines running through Berlin to the former Brandenburgische Staedtebahn, a north-south private railway acquired in 1949 by the Soviet Zone Reichsbahn. This line runs through Brandenburg, Rathenow, Neustadt/Dosse, and its more extensive use will relieve the strain on lines running through Berlin.
 - d. Increasing the capacity of the line Löwenberg-Neuruppin-Rathenow.
 - e. Removing the Berlin West Sector freight transfer points from the Anhalter, Berlin-Moabit and Charlottenburg terminals to the Seddin, Tustermark and Wuhlheide stations in East Berlin.

Work on the double-tracking of the line Berlin-Halbe-Lübbenau-Senftenberg, completed as far as Königswusterhausen, has been temporarily suspended in order to finish the program outlined above first.

CLASSIFICATION

SECRET

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CENTRAL INTELLIGENCE AGENCY

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2. Measures are at present in preparation which will enable the Soviet Zone police to examine interzonal freight shipments at specially designated stations to determine whether these contain goods not permitted or desired to move in interzonal trade. The inspections are to affect freight in export as well as import, and will involve sealed box cars. Specifically excluded, however, is shipping between Western Germany and West Berlin.
3. For the time being freight shipments must be considerably reduced. The reason given for this is the shortage of coal. In the allocation of coal, the iron and steel industries are presently being given preference.

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